Transportation Commission

February 17, 2016

COMMISSION MINUTES: January 2016 MEETING

Agenda Item #1

UPDATES TO RECEIVE

Agenda Item #2

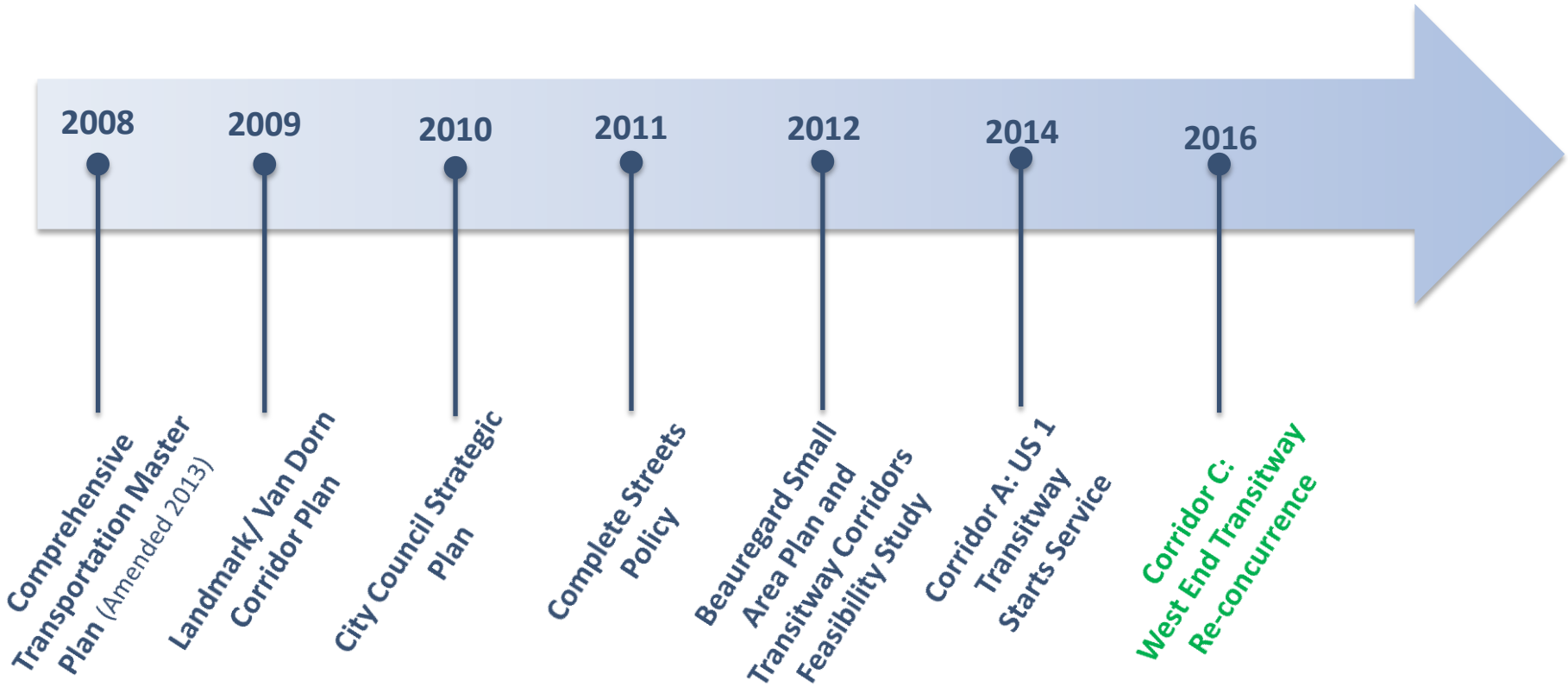
COMMISSION UPDATES

Agenda Item #3

West End Transitway
PUBLIC HEARING

Agenda Item #4

West End Transitway Background



Goals of Current Work Underway

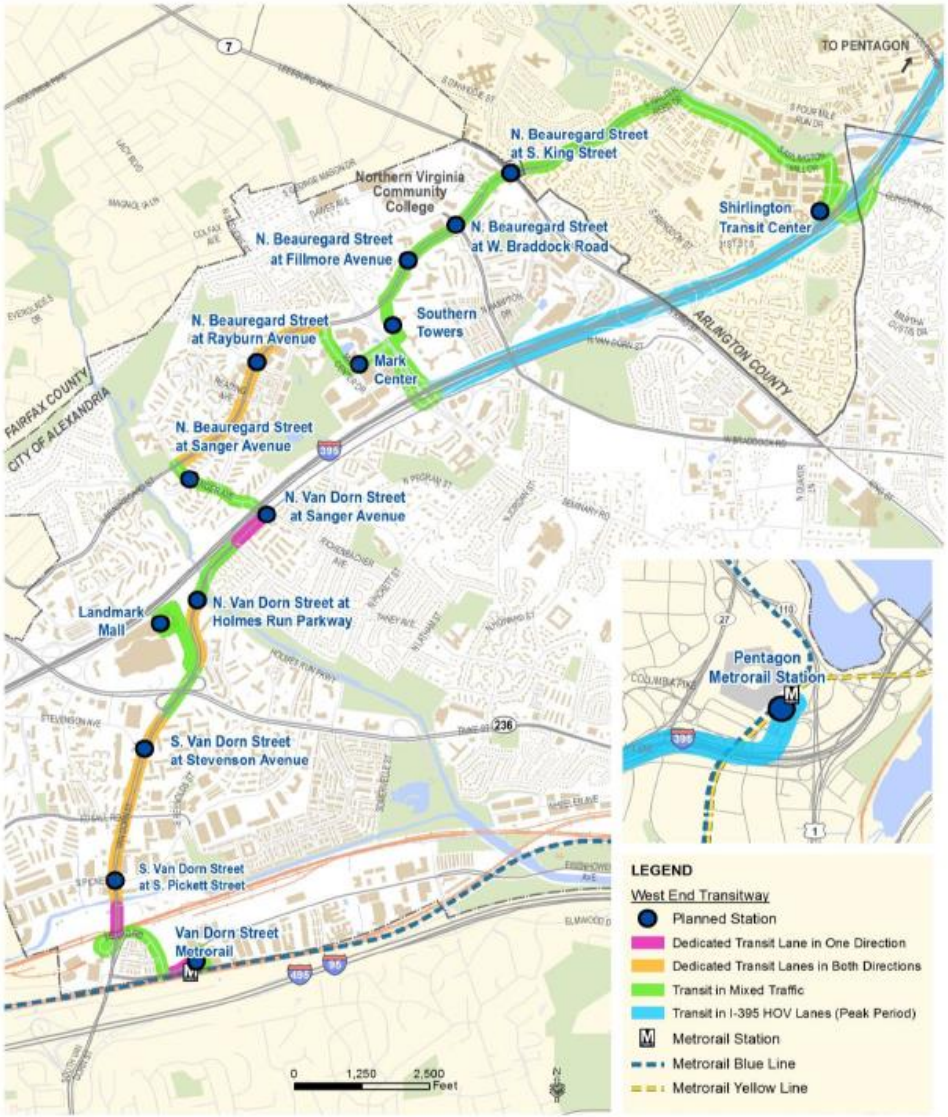
- Re-concurrence by the City of the **Locally-Preferred Alternative** defining:
  - Transit technology – ***Bus Rapid Transit***
  - Route – ***between Van Dorn Metro and Pentagon Metro***
  - Configuration – ***operating in dedicated lanes***
  - Refined planning-level project cost estimate
- Approved **environmental document**
  - Decision is made by Federal Transit Administration (FTA) in cooperation with other supporting agencies

- *The current work underway will not result in not a final engineering design, operating plan, phasing plan, or financial plan → those things come later.*

West End Transitway Policy Advisory Group

- Established in 2014 by City Council to provide policy and technical guidance for Alternatives Analysis (AA)/Environmental Documentation
- Six meetings with public comment
- Voted on December 3, 2015 to adopt Resolution of Support for the project, which recommends the Build Alternative

Build Alternative & Stations



- dedicated lanes
- queue jump lanes
- full amenity stations
- near-level boarding
- real time bus information
- off-board fare collection
- transit signal priority
- safety improvements at intersections
- improved sidewalks, and new bicycle facilities

2012 Council Resolution: Caveats Addressed

Caveats	Action Taken	Transitway Recommendation
Optimize alignment to better serve the Northern Virginia Community College (NVCC)	Evaluated multiple station location and alignment alternatives	To enhance access to NVCC, project includes: - Pedestrian safety/accommodation enhancements at Braddock Road - Stations at Fillmore and Braddock - Build Alternative does not preclude other (potential future) services from directly serving main campus
Monitor transition from Alternative D (Bus Rapid Transit) to Alternative G (Streetcar)	No action required at this time by the current project	Transportation Commission to discuss when appropriate

Other Key Items Addressed

- Bicycle facilities on S. Van Dorn
- Minimize parking / property impacts along N. Van Dorn near Sanger Ave
- Minimize right of way / property impacts along S. Van Dorn
- Minimize overall residential parking impacts
- Establish Landmark Mall alignment
- Confirm Van Dorn Metrorail Station has adequate bus capacity
- Coordinate with T&ES Stormwater Division
- Match adopted interim right-of-way from Beauregard Small Area Plan
- Optimize southern terminus alignment (Metro Road)
- Minimize parking / property impacts at Southern Towers

Environmental Findings

- No impacts to:
  - Air quality
  - Cultural Resources and Section 106 (National Historic Preservation Act)
  - Noise levels
  - Parks - Section 4(f)
  - Streams (no direct impact)
  - Vibration

- Improved stormwater quality and reduced quantity in keeping with Virginia Water Control Law
- Net increase in number of trees
- Visual resources changes consistent with City-adopted plans
- Hazardous and contaminated materials sites further analyzed prior to construction

Draft Capital Funding Plan

Funding Source	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	TOTAL
NVTA 70%	$ 2,400,000	$ 7,000,000	$ 20,000,000	$ 20,000,000	$ 12,740,000				$ 62,140,000
FTA (Small Starts)			$ 20,000,000	$ 20,000,000	$ 10,660,000				$ 50,660,000
Private Capital Contributions						$ 2,600,000	$ 12,100,000	$ 12,500,000	$ 27,200,000
TOTAL	**$ 2,400,000**	**$ 7,000,000**	**$ 40,000,000**	**$ 40,000,000**	**$ 23,400,000**	**$ 2,600,000**	**$ 12,100,000**	**$ 12,500,000**	**$ 140,000,000**

- Ranked #2 transit project by NVTA (FY15-16 Funding Program)
- Next phase: more refined funding plan, discussion of phasing if necessary
- Exploring federal and state funding options
- NVTA & private capital contributions: vital to leveraging competitive federal funds

Small Starts Process

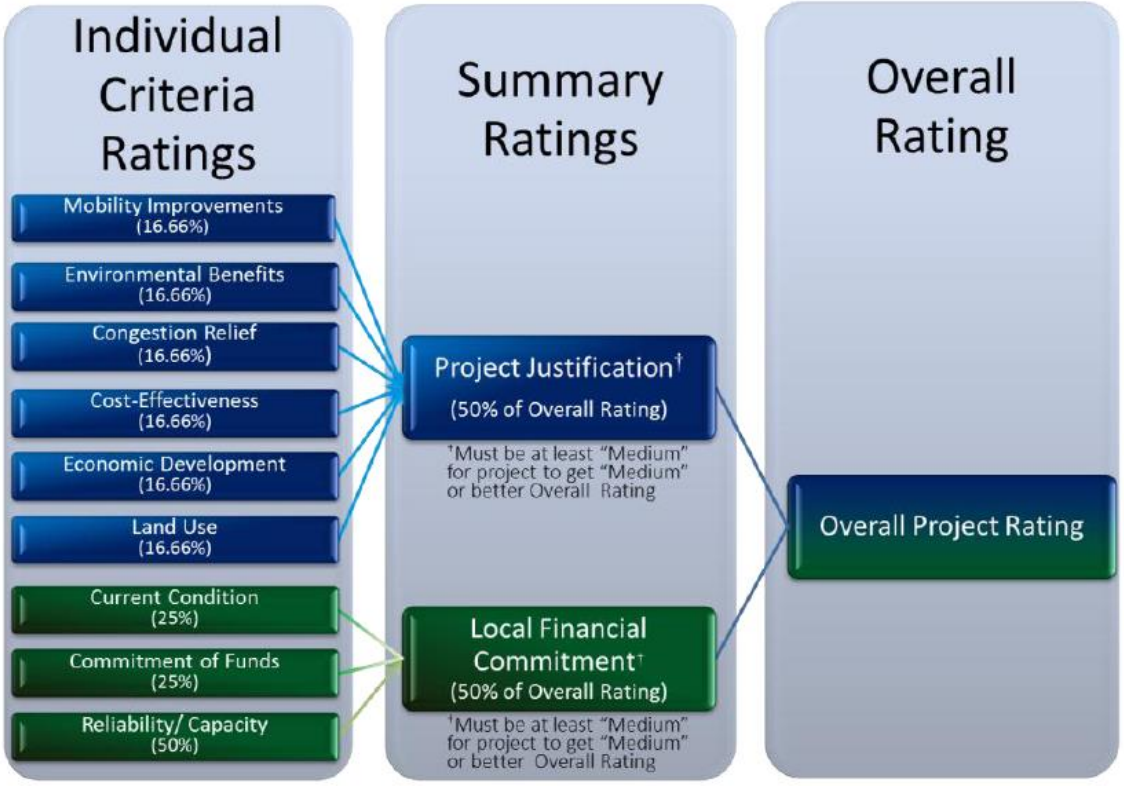
Project Development

- Complete environmental review process including developing and reviewing alternatives, selecting locally preferred alternative (LPA), and adopting it into fiscally constrained long range transportation plan
- Gain commitments of all non-Small Starts funding
- Complete sufficient engineering and design

Small Starts Grant Agreement

- Construction

Legend
◆ = FTA approval
➡ = FTA evaluation, rating, and approval



WEST END TRANSITWAY

Next Steps

- City Council re-concurrence of the Locally Preferred Alternative – Spring 2016
- Submission of Environmental Document to Federal Transit Administration – Spring 2016
- Administrative completion of current project phase – Summer 2016
- Advance project into design phase – Summer 2016

Recommendation

- Hold a public hearing on the recommendations of the West End Transitway Policy Advisory Group (PAG)
- Endorse the PAG Resolution of Support for advancement of the West End Transitway project into the design phase

Considerations

Following the implementation of the West End Transitway, other potential work tasks, pending potential funding through the City budget process, could include:

1. Identification of evaluation and decision criteria to monitor the performance of the Build Alternative;
2. Identification of measures and approaches to alleviate transit travel time increases in non-dedicated lane sections of the corridor;
3. Identification of evaluation and decision criteria to determine an appropriate timeframe for conversion from BRT to streetcar; and
4. Development of a multi-modal corridor plan for the segment of North Beauregard Street stretching from Seminary Road to King Street.

Resource Slides

Policy Advisory Group: Resolution of Support

Whereas, the West End Transitway Alternatives Analysis (AA) and Environmental Documentation planning effort was initiated as a result of the 2011 resolutions of support for high-capacity transit operating in dedicated lanes in Corridor C (as defined in the adopted *Transitway Corridors Feasibility Study, 2012*) by the High-Capacity Transit Working Group, Transportation Commission, and City Council;

Whereas, this planning effort has addressed, or deferred due to no action at this time, each of the following key issues which were requested by City bodies to be brought to resolution during a subsequent planning effort:

> *Issue:* The alignment be optimized to better serve the Northern Virginia Community College (NVCC)
>
> *Resolution:* Alignment location maintained; however, pedestrian safety and accommodation improvements included in project to respond to access improvement needs expressed by NVCC
>
> *Issue:* Transportation Commission identify decision criteria and monitor the transition from Alternative D (Bus Rapid Transit) to Alternative G (Rail/Streetcar) and report progress to Council
> *Resolution:* No action required at this time

Whereas, the AA and Environmental Documentation effort has involved significant coordination with and incorporated guidance from local, regional, state, and federal officials;

Whereas, the AA and Environmental Documentation effort has substantively sought, vetted, and incorporated feedback from public and local stakeholders;

Whereas, the AA and Environmental Documentation effort has received and incorporated specific input from the City Council established Policy Advisory Group (PAG);

Whereas, the AA and Environmental Documentation effort has evaluated and provided acceptable concepts addressing specific areas of concern such as: bicycle and pedestrian facilities, safety, property impacts, parking impacts, stormwater impacts, operational feasibility, engineering feasibility, plan and policy compliance; and

Whereas, the defined Build Alternative will continue to be developed in subsequent engineering design and financial planning steps to manage project cost, impacts, benefits, and effectiveness, now, therefore, be it

Resolved, that the West End Transitway PAG:

> 1) Hereby reconfirms the 2011 resolution of support, confirms that follow-up items in that resolution have been addressed, and recommends the defined Build Alternative for the West End Transitway is the City's preferred approach for high-capacity transit for Corridor C;
>
> 2) Recommends that the City move the defined Build Alternative forward toward operation through project development which includes completion of the project Environmental Document, commitment of funding, and completion of work activity including design, engineering, phasing, permitting, financial planning, bidding, and construction leading to the initiation of service; and
>
> 3) Recommends that the Transportation Commission and City Council concur with the West End Transitway PAG's reconfirmations, confirmations, and recommendations as identified in items (1) and (2) above.

Transit Service Use (Projected Ridership)

The following table summarizes forecast ridership for the current (2015) and horizon (2035) years evaluated for each alternative.

Measure	Service	2015			2035		
		No Build	TSM	Build	No Build	TSM	Build
Ridership	DASH + Metrobus	26,400	20,200	20,100	31,900	26,400	26,400
	West End Transitway	--	9,700	11,600	--	12,600	15,200
	Total Corridor	26,400	29,900	31,700	31,900	39,000	41,600

Key Operating Characteristics (Travel Time from Van Dorn Metro to Pentagon)

The following table summarizes transit travel time and reliability among the alternatives evaluated for the current (2015) and horizon (2035) years.

Measure and Metric		2015			2035		
		No Build	TSM	Build	No Build	TSM	Build
Transit Operations	Average Weekday Travel Time – Van Dorn to Pentagon*	51 minutes (1 transfer)	22 minutes (no transfers)	19 minutes (no transfers)	54 minutes (1 transfer)	24 minutes (no transfers)	19 minutes (no transfers)
	Reliability	Low	Improved	High	Low	Improved	High

**AM Average of All WET Routes for TSM and Build; 2015 and 2035 No Build times based on bus travel times between Van Dorn Metro Station and Pentagon*

Capital and Operating Costs

The following table summarizes project (capital, fleet, development, and contingency) and operating cost estimates for each alternative evaluated.

Project Costs (2015 Dollars)*	No Build	TSM	Build
Capital Construction (includes Roadway, stations, systems, ROW & utilities)	n/a	$15 to 16 million	$60 to 70 million
Fleet (buses, including spares)	n/a	$17 to 19.5 million	$17 to 19.5 million
Project Development (design, fees, permitting, legal, surveys, testing, etc.)	n/a	$4 to 5 million	$16 to 18.5 million
Contingency	*n/a*	*$10 to 12 million*	*$28 to 32 million*
Total Project Cost	**n/a**	**$46 to $52.5 million**	**$121 to 140 million**

Operating & Maintenance Costs (2015 Dollars)	No Build	TSM	Build
Yearly Total O&M Cost	**n/a**	**$3.0 to $9.0 million**	**$4.0 to $9.5 million**

**Project cost estimates include capital construction (roadway, stations, systems, ROW, and utilities), fleet (buses, including spares), project development (design, fees, permitting, legal, surveys, testing, etc.), and contingency.*

NVTA TransAction Plan

Agenda Item #5

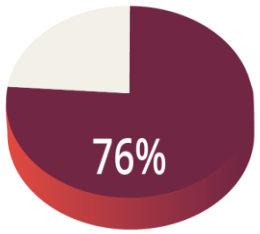
NVTA's TransAction
Transportation Action Plan for Northern Virginia

It's About Your Time

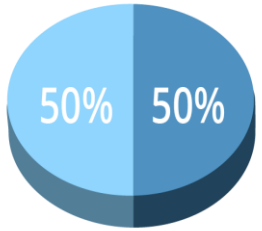

NVTAs
TransAction


630 VIENNA METRO
McLean Station
495 NORTH
Tysons Corner
1/4 MILE
KEEP LEFT
NVTA's TransAction

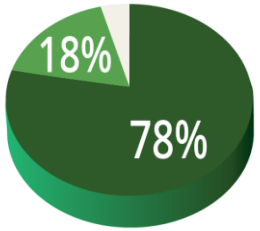
Northern Virginia Transportation Authority Survey



Work in Northern Virginia



Live & Work in Same (50%) or Different (50%) County/City



Modes of Transportation for Commute Single (78%) Multi (18%)

NVTA's TransAction

long

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Urban areas where commuters endure the most extra hours

AP By The Associated Press
August 26, 2015 12:53 am

Traffic congestion nationally reached a new peak last year and is greater than ever before, according to a report by the Texas A&M Transportation Institute and INRIX Inc. Their analysis is based on federal data on the number of cars on the road and on traffic speed data collected by INRIX on 1.3 million miles of urban streets and highways.

The following are urban areas ranked by the average annual extra hours commuters spend in their cars due to delay, together with the cost in lost time and fuel.

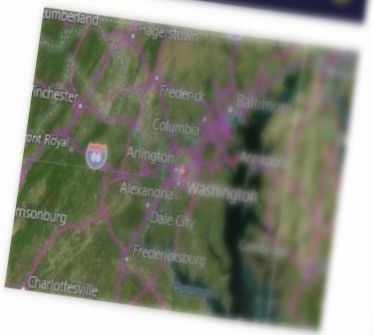
1. Washington, D.C.-Virginia-Maryland, 82 hours, $1,834

2. Los Angeles-Long Beach-Anaheim, 80 hours, $1,711

3. San Francisco-Oakland, 78 hours, $1,675

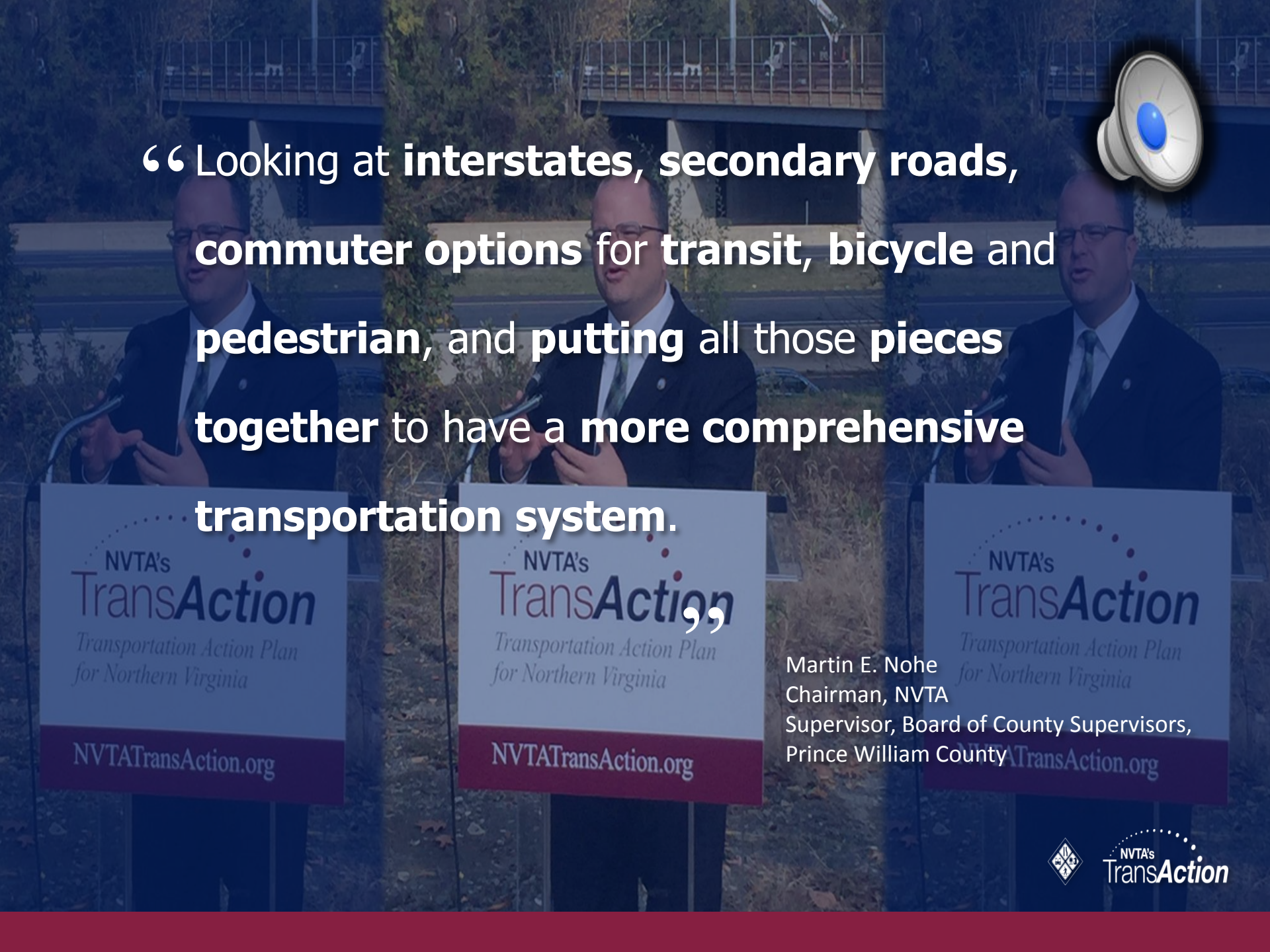
4. New York-Newark, New

INTERACTIVE RADAR



NVTA's TransAction

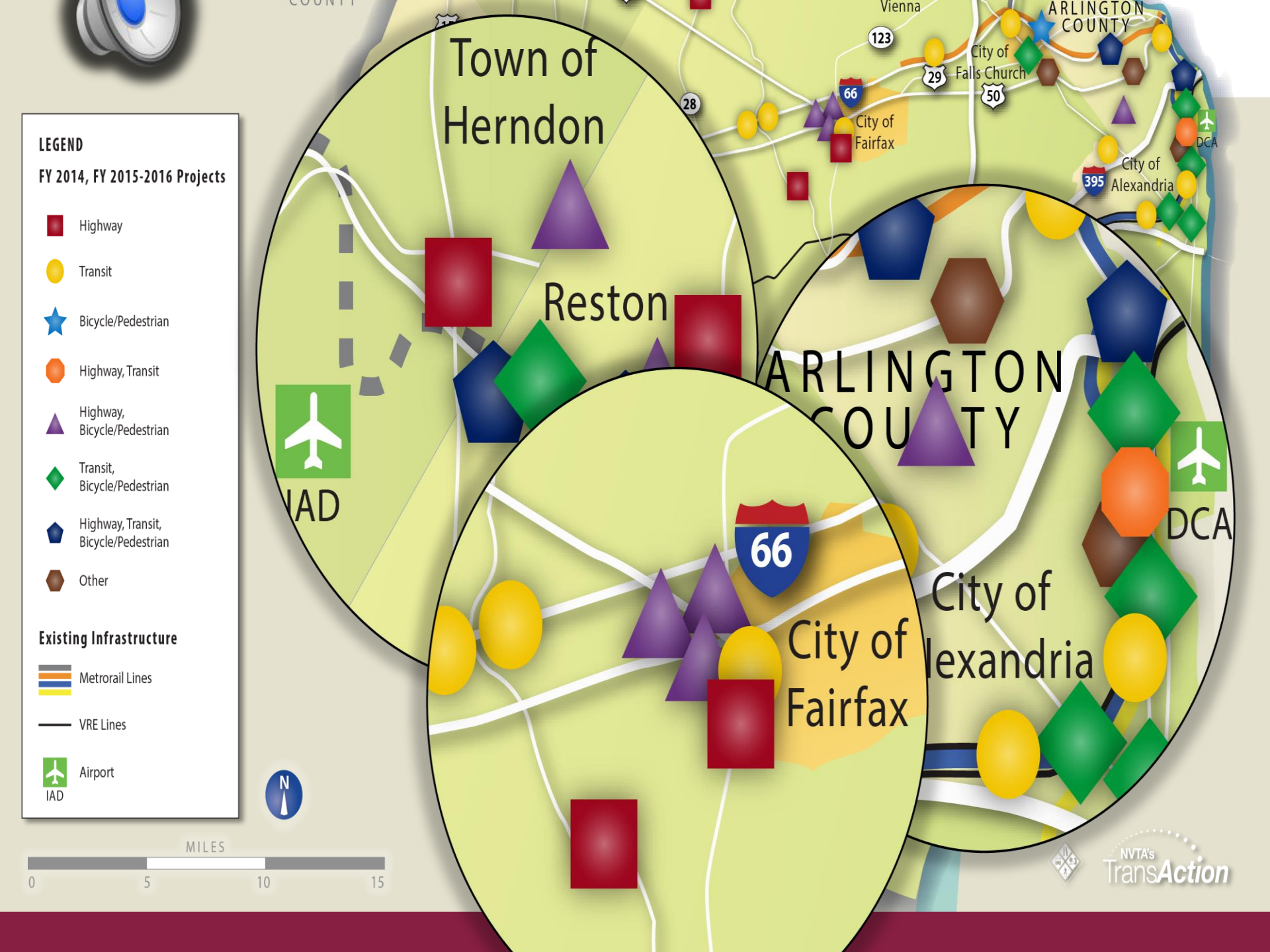
NVTA's TransAction



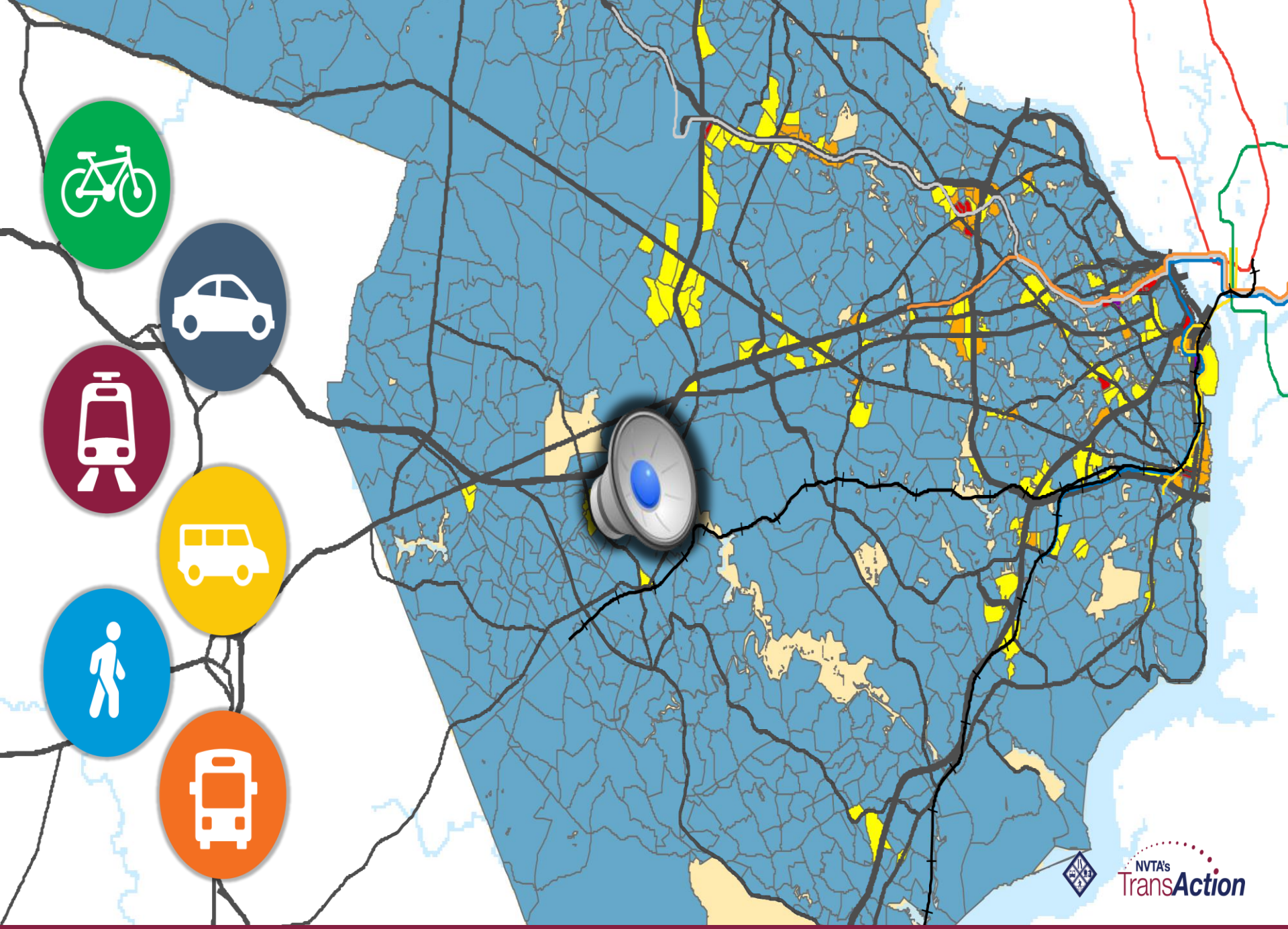
"Looking at **interstates**, **secondary roads**, **commuter options** for **transit**, **bicycle** and **pedestrian**, and **putting** all those **pieces together** to have a **more comprehensive transportation system**."

Martin E. Nohe
Chairman, NVTA
Supervisor, Board of County Supervisors,
Prince William County

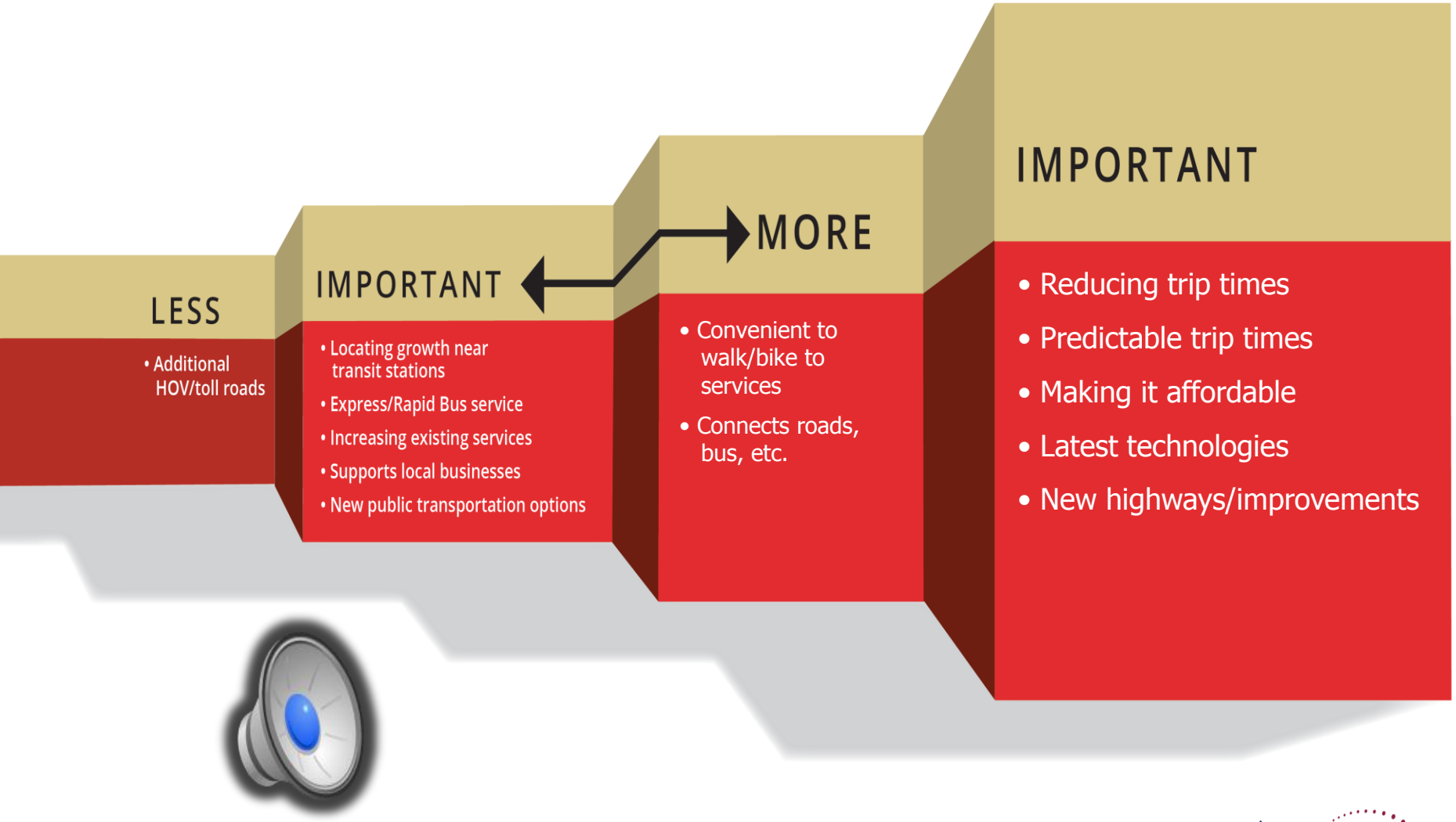
NVTA's TransAction


LEGEND
FY 2014, FY 2015-2016 Projects
Highway
Transit
Bicycle/Pedestrian
Highway, Transit
Highway, Bicycle/Pedestrian
Transit, Bicycle/Pedestrian
Highway, Transit, Bicycle/Pedestrian
Other
Existing Infrastructure
Metrorail Lines
VRE Lines
Airport
IAD
MILES
0
5
10
15
Town of Herndon
Reston
IAD
ARLINGTON COUNTY
DCA
City of Fairfax
City of Alexandria
Vienna
City of Falls Church
66
123
29
50
28
395
NVTA's TransAction


Lorton
71036
Loudoun County
LC Transit
NVTA's
TransAction

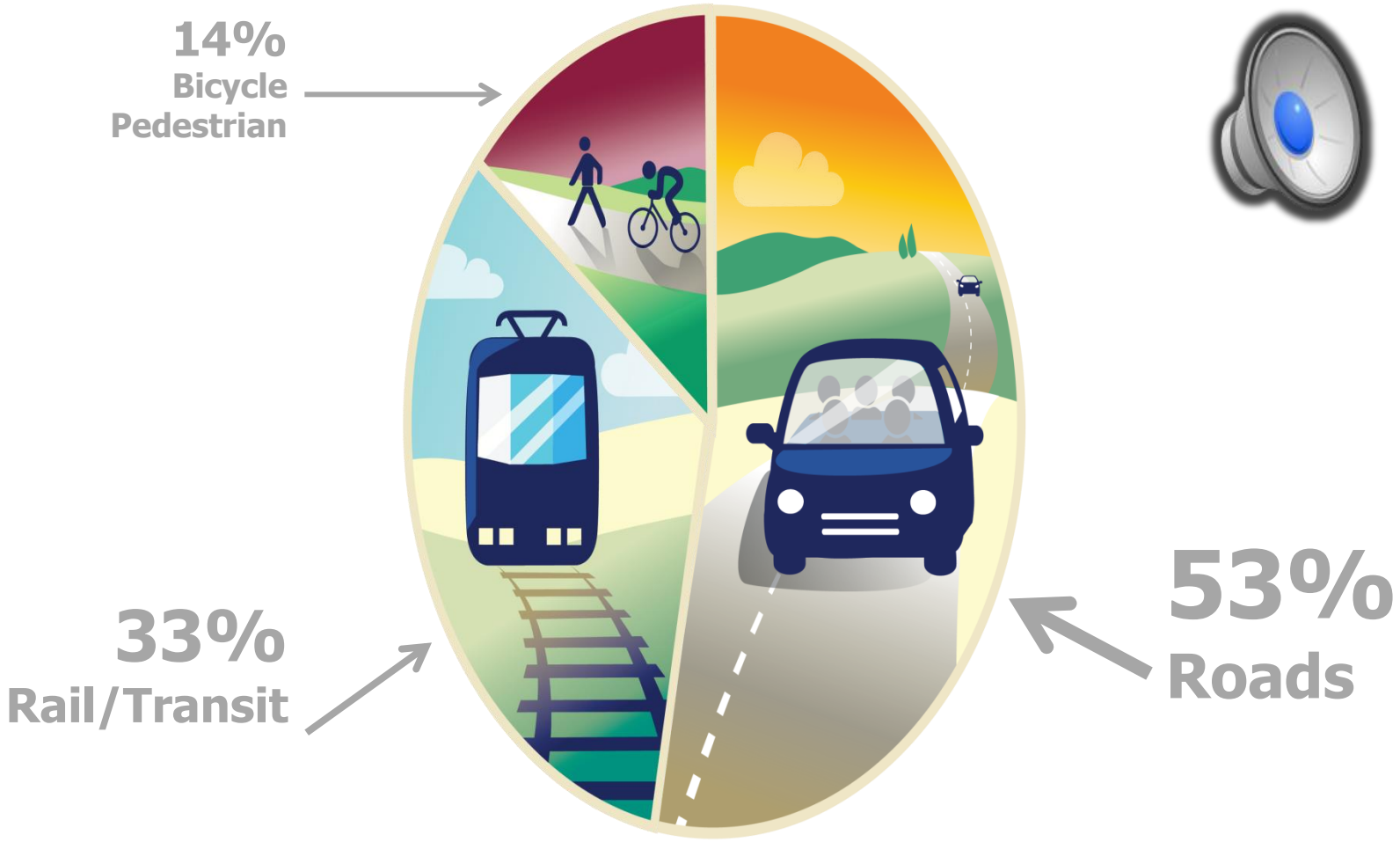

NVTA's
TransAction

Survey Question: **What do you value in transportation?**



NVTA's TransAction

Survey Question: **How would you allocate transportation resources?**



NVTA's TransAction

NOVEMBER 2015

TransAction Kickoff

SPRING 2016

Confirming Objectives and Needs

Public Outreach

FALL 2016

Developing Scenarios

Public Outreach

WINTER 2016–17

Identifying Regional Priorities

SPRING 2017

Draft Report and Public Hearings

Public Outreach

SUMMER/FALL 2017

Anticipated Adoption by NVTA

NVTA's TransAction


NVTA's
TransAction

- ***Be Informed***
- ***Participate***
- ***Sign up for Updates***
- ***Check for Upcoming Events***
- ***Talk One-on-one***
- ***Provide Feedback***

NVTATransAction.org

NVTA's TransAction
Transportation Action Plan for Northern Virginia

It's About Your Time

NVTATransAction.org

Complete Streets Project Update

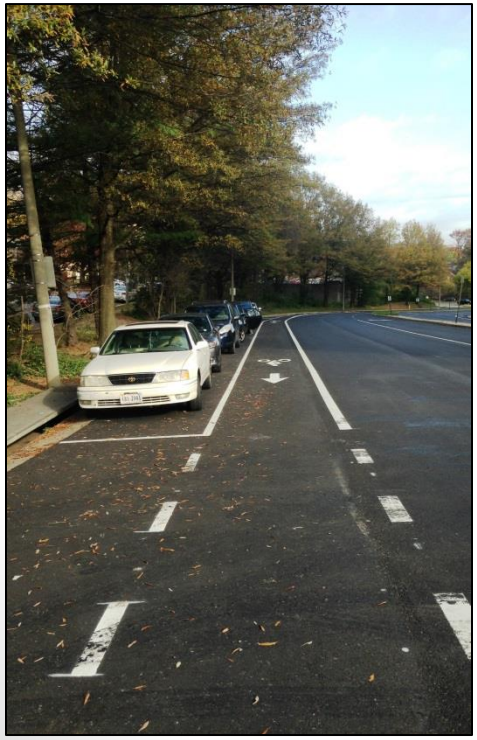
Agenda Item #6

Program Accomplishments

- The **Alexandria Complete Streets Design Guidelines** are drafted and will be released in spring 2016;
- Installed the **region's first Advisory Bike Lanes** on Potomac Greens Drive;
- The King Street Bike Lane project received an award from the Washington Area Bicyclist Association (WABA) for The **Best Bicycle Infrastructure in Virginia**;
- Installed **8 automated bicycle and pedestrian counters** on trails around the City and one automated bicycle counter in an on-street bike lane;
- Installed **over five lane miles of on-street bicycle facilities**

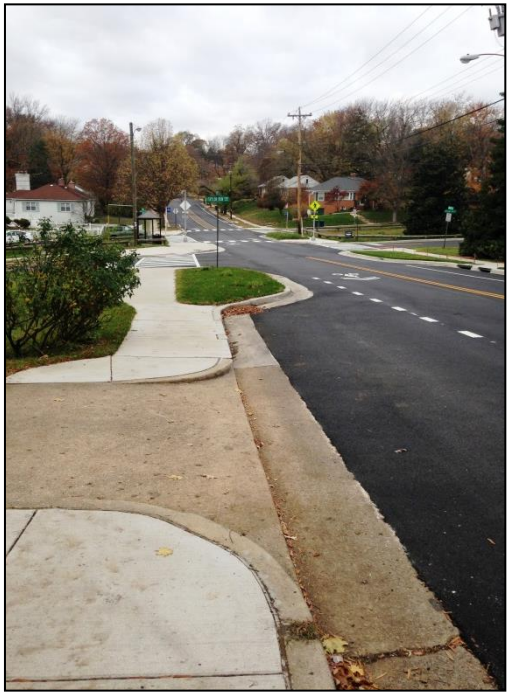
Monroe Avenue

North Hampton Drive



Stevenson Avenue

Taylor Run Parkway at Janneys Lane



Wheeler Avenue

Potomac Greens Drive

Grant Projects

Grant Project	Funding	Status
Wilkes Street Bikeway	$ 180,000	Complete
Old Cameron Run Trail	$ 210,000	Study complete
Duke Street Sidewalk	$ 1,210,000	Under construction
Edsall Rd and South Pickett St	$ 445,000	Construction March 2016
New Freedom Grant	$ 400,000	Design complete spring 2016
Access to Transit	$ 1,237,500	In Design
Mt. Vernon Trail at East Abingdon	$ 750,000	In Design
Bicycle Parking Citywide	$ 130,000	Beginning spring 2016
Bicycle Parking at Metro Stations	$ 325,000	Beginning spring 2017
Safe Routes to School	$ 85,000	Grant application spring 2016

Upcoming Resurfacing Projects

Project	Roadway Segment	Approximate Timeline for Implementation
King Street Complete Street	Janney's Lane to Radford Street	Summer 2016
North Van Dorn Street	Braddock Road to Menokin Drive	Spring 2016
Duke Street Pedestrian Improvements	North Jordon Street to Quaker Lane	Spring 2016
Cameron & Prince Streets Bicycle lanes	King Street Metrorail Station to the Waterfront	Summer 2016

Program Budget

- Since FY 2014, the Complete Streets Program has been able to double expenditures each year due to prior year funding
- By the end of FY 2016, all prior year funds and FY 2016 funds will be spent

I-395 HOT Lanes Overview

Agenda Item #7

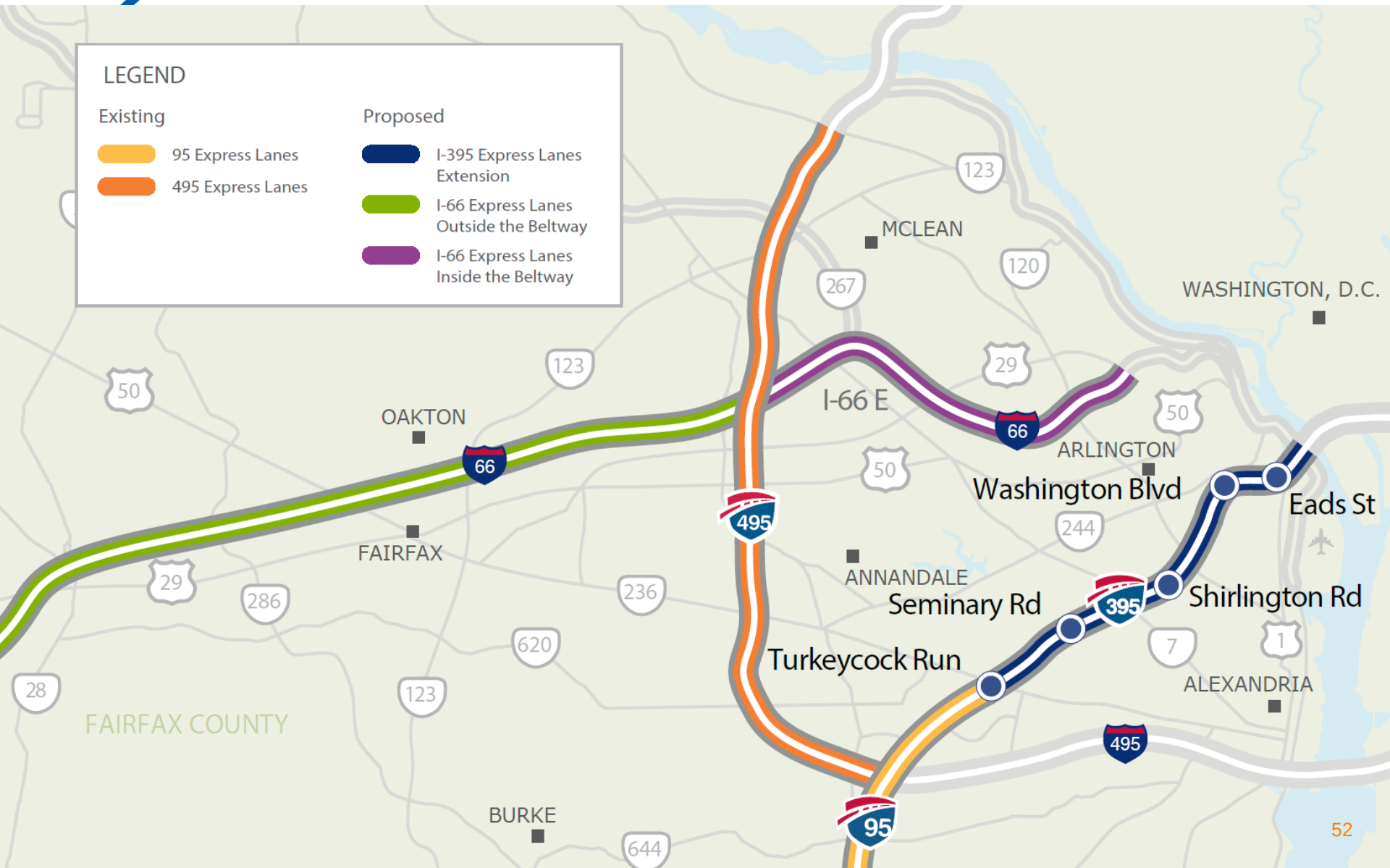
I-395 Express Lanes Northern Extension
Alexandria Transportation Committee

February 17, 2016

Amanda J. Baxter, VDOT Special Projects

Todd Horsley, DRPT

Regional Express Lanes Network

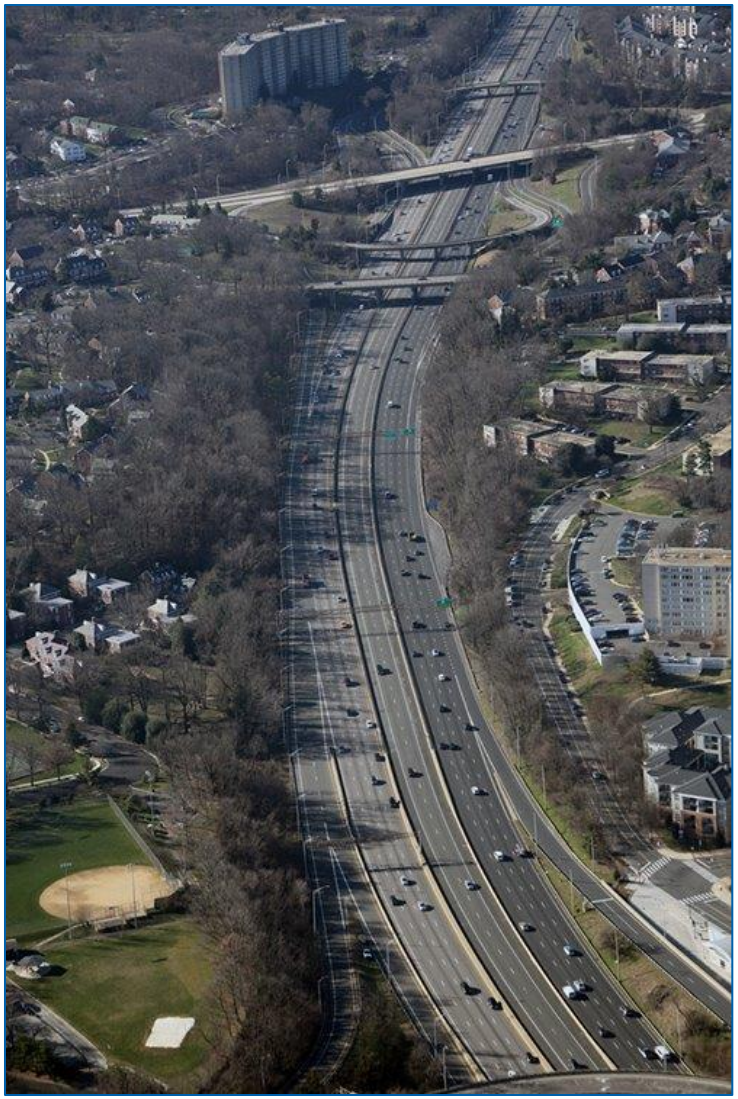


395 Express Lanes Project Scope

- Convert the two existing reversible High Occupancy Vehicle (HOV) lanes to High Occupancy Toll (HOT) lanes; construct an additional HOT lane (Total = 3 HOT Lanes)
- Install an Active Traffic Management System
- Install signage and toll systems
- Provide sound walls
- Provide improved connections between the proposed I-395 Express Lanes and Eads Street
- Conduct multimodal study

Framework Agreement

- November 2015: VDOT and Transurban signed Framework Agreement to extend 395 Express Lanes as a Concessionaire's Enhancement, under the current 95 Express Lanes Comprehensive Agreement
- Improvements to be built within VDOT's existing right of way
- VDOT and Transurban to finalize scope, finance plan and agreement
- DRPT to conduct multimodal study

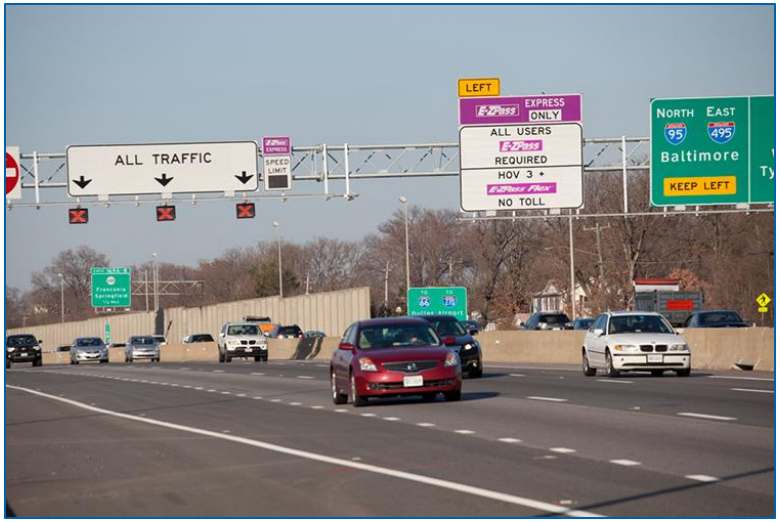


VDOT Responsibilities

- Planning/Environmental Approvals
  - Inclusion in MWCOG Transportation Planning Board's Constrained Long Range Plan (CLRP)
  - Public Outreach
  - Environmental Assessment and supporting technical studies
- Interchange Modification Report (IMR)
- Stormwater Management Approvals
- Preliminary Sound Wall Work
- Federal, State and Local Agency Coordination
- Multimodal Study (conducted by DRPT)

Transurban Responsibilities

- Preliminary Engineering and Design
- Cost Estimating
- Finance Plan
- Design-Build Procurement
- Community Outreach for I-395 Express Lanes



Project Access
Existing and Proposed

Access Points	Existing Access	Future Access
I-395 North	Full entry/exit between HOV lanes, regular lanes and 95 Express Lanes	No changes to on/off ramps; HOT access
Seminary Road – North Facing Ramp	AM northbound/ PM southbound access	No changes to interchange or on/off ramps; HOT access
Seminary Road – South Facing Ramp (Opening 2016)	HOV only at all times	HOV only at all times
Shirlington Road – North Facing Ramp	AM northbound/ PM southbound access	No changes to interchange or on/off ramps; HOT access
Washington Blvd (Rte. 27) – North Facing Ramp	AM northbound/ PM southbound	No changes to interchange or on/off ramps; HOT access
Eads Street – South Facing Ramp	AM northbound/ PM southbound	Capacity and operational improvements

Environmental Assessment

- VDOT initiating preparation of an Environmental Assessment (EA) for the I-395 Express Lanes Project
  - Finalizing NEPA concurrence with FHWA
  - Scoping sent January 2016
  - Technical studies to include:
    - Traffic Analysis and Forecasting
    - Air Analysis
    - Noise Analysis
    - Indirect and Cumulative Effects
  - Public Information Meeting anticipated April 2016
  - Release of Draft EA anticipated later summer 2016

Multimodal Study

DRPT leading Transit/Transportation Demand Management (TDM) Study

- Scope is broader than project limits - will extend entire proposed I-395 and existing 95 Express Lanes corridor
- DRPT will solicit stakeholder input and finalize scope of study with goal of beginning study in March 2016
- Study will identify transit services and TDM program enhancements that would increase mobility and benefit toll payers in the I-95/I-395 corridor and could be funded with toll revenues
- A list of projects will be identified, prioritized and funded through toll revenues

Key Project Milestones

Key Milestones	Begin Dates
Public Outreach	Ongoing
Stakeholder Advisory Group Meeting #1	January 12, 2016
Begin NEPA – Environmental Assessment	January 2016
Begin Multimodal Study	March 2016
Public Information Meeting	April 2016
Adopted in Constrained Long Range Plan	November 2016
Design Build Contract Award (Transurban)	December 2016
Final NEPA Decision	December 2016
Final Multimodal Study	December 2016
Final Agreement	January 2017
Begin Construction (Transurban)	Spring 2017
Project Completion (Transurban)	Summer 2019

OTHER BUSINESS

Agenda Item #8